

Description

System and method for influencing the induction gas temperature in the combustion chamber of an internal combustion engine

5 The invention relates to a system for influencing the induction gas temperature and thereby the energy level in the combustion chamber of an internal combustion engine, especially of an HCCI-enabled internal combustion engine with a compression device for compressing induced fresh air, which
10 before compression has a temperature T_1 , as well as expansion means which cause the compressed induced fresh air to expand, with the compressed and subsequently expanded fresh air having a temperature $T_2 > T_1$.

the invention further relates to a method for influencing the
15 induction gas temperature and thereby the energy level in the combustion chamber of an internal combustion engine, especially of a HCCI-enabled internal combustion engine, in which induced fresh air, which before the compression has a temperature T_1 , is compressed, and the compressed, induced
20 fresh air is expanded, where the compressed and subsequently expanded fresh air has a temperature $T_2 > T_1$.

Different operating conditions are known in conjunction with direct petrol injection systems. The common factor is that fuel is injected under high pressure directly into a
25 combustion chamber. The mixture is then formed within the combustion chamber. Conventionally a distinction is made between the homogeneous and lean operating modes. In homogenous operation a mixture is present which is distributed homogeneously over the entire combustion chamber. In
30 stratified or lean injection operation there is only a mixture with a excess air in factor the area of the spark plug $\lambda \leq 1$.

The remaining volume of the combustion chamber is filled with induced fresh air, an inert gas from the exhaust gas recirculation or a very lean fuel-air mixture, so that overall an excess air factor of $\lambda \leq 1$ is produced.

5 In addition to these conventional operating modes, a further operating mode is increasingly being seen as promising, which is similar to the operation of the self-ignition diesel engine. This is known as HCCI (Homogeneous Charge Compression Ignition) operation and represents an auto-ignition combustion
10 process, in which the time of ignition and thereby the sequence of combustion is controlled via the reactive quantity of energy in the cylinder. To provide a sufficient energy level use is usually made of exhaust gas recirculation via external setting means within the framework of exhaust gas
15 recirculation or by a suitable gas exchange valve control within the framework of an internal exhaust gas recirculation.

For setting of the temperature level and thereby the energy level in the combustion chamber via the exhaust gas recirculation rate however it is necessary to take into
20 account that this can only take place within specific limits. Since the exhaust gas recirculation rate influences not only the temperature level in the combustion chamber but also the mixture ratio of air, fuel and exhaust gas, it is under some circumstances not possible to select an exhaust gas
25 recirculation rate which is optimum both with regard to the temperature in the combustion chamber and with regard to the said air-fuel mixture ratio. Thus compromises can be necessary when setting the exhaust gas recirculation rate to ensure reliable operation of the internal combustion engine.

30 In the context of conventionally ignited internal combustion engines it has already been proposed that a cooled exhaust gas

recirculation be used, whereby this cooling of the exhaust gas is aimed especially at reducing the nitric oxide emissions. In this context reference is made for example to the German periodical MTZ Motortechnische Zeitschrift 60 (1999) 7/8, page 5 470 ff.: "Einhaltung zukünftiger Emissionsvorschriften durch gekühlte Abgasrückführung" (complying with future emission regulations using cooled exhaust gas recirculation) by Karl-Heinrich Losing and Rainer Lutz.

The object of the invention is to overcome the disadvantages 10 of the prior art and especially to provide a system and a method through which setting the temperature in the combustion chamber of the internal combustion engine can be decoupled at least partly from the setting of the optimum mixture ratio of air, fuel and exhaust gas.

15 This object is achieved with the features of the independent claims.

Advantageous embodiments of the invention are specified in the dependent claims.

The invention builds on the generic system in that the 20 temperature increase of the fresh air from T_1 to T_2 is explicitly used to influence the temperature level and thereby the energy level in the combustion chamber. In this way very fine variations and settings of the energy level in the combustion chamber can be achieved by increasing the 25 temperature or by regulating the air/fuel temperature. In this way the combustion process in the HCCI mode can be precisely controlled. The temperature level in the combustion chamber can in this case be influenced via the level of compression and the subsequent expansion.

30 The inventive system is developed in a particularly useful way

in that an exhaust gas recirculation device to feed in exhaust gas from a previous combustion cycle to fresh air or to a mixture featuring fresh air is provided so as to supply, after the injection of fuel, an air/fuel/exhaust gas mixture with an energy level advantageous for combustion. As well as influencing the temperature level through compression and expansion the exhaust gas recirculation and in this case especially the exhaust gas recirculation rate can also be explicitly used to adjust the energy level in the combustion chamber.

The inventive system can then be used to particularly good effect if the compression device is an exhaust gas turbocharger. This is a frequently used device for increasing the gas density in the induction system, so that in the combustion chamber an increased volume of air can be provided which results in an increase in performance of the internal combustion engine. The compression device is driven by a turbine located in the exhaust gas stream.

The system can also be used to good effect when the compression device is a compressor. This is also used to compress the gas pressure in the induction system, with the drive energy being supplied mechanically by the internal combustion engine. As an alternative the compressor can also be driven by means of electrical energy.

There is useful provision for the compression to be undertaken on a throttle valve. With direct injection systems the throttle valve is used for dosed feeding of fresh air, with the throttle effect causing a reduction in pressure. Finally the air compressed in the exhaust gas turbocharger or the compressor and expanded on the throttle valve has, in accordance with the basic laws of thermodynamics, a higher

temperature than the originally induced fresh air.

The invention is developed in a particularly advantageous way in that a temperature sensor to record the temperature T_2 in the direction of flow of the fresh gas is disposed downstream from the expansion means so that this can be taken into account within the framework of a regulation of the induction gas temperature. The temperature of the fresh air downstream from the throttle valve is thus an important input variable in finally advantageously defining the energy level in the combustion chamber for the HCCI operating mode.

In conjunction with a system equipped with exhaust gas recirculation it proves to be especially useful for at least one heat exchanger operating as an exhaust gas cooler for lowering the temperature of the recirculated exhaust gas to be provided and for a cooling means setting valve to be provided so that by influencing the cooling means throughflow through the exhaust gas cooler, taking into account measured values or values determined from a technical model, the induction gas temperature can be set or regulated respectively. The recirculated exhaust gas volume is thus no longer compulsorily coupled to the temperature increase in the combustion chamber achieved by exhaust gas recirculation. Instead the energy content in the combustion chamber can be adjusted within certain limits independently of the exhaust gas recirculation rate via the adjustable exhaust gas cooling. Thus both the mixture ratio and the energy level in the combustion chamber can be set to their optimum values.

The inventive system is advantageously further developed by the exhaust gas cooler being arranged in a separate heat exchanger circuit. The heat exchanger cooler can thus operate autonomously without being influenced by other components of

the motor vehicle. Likewise other components of the cooling system of the vehicle are not influenced by the exhaust gas cooler. The autonomous cooling circuit then comprises a separate cooler and a separate coolant pump.

- 5 It can however also be useful for the exhaust gas cooler to be arranged in the engine coolant circuit. In this way components of the engine coolant circuit can be used for exhaust gas cooling, so that overall an efficient system is implemented.

Similarly there can be provision for the exhaust gas cooler to
10 be disposed as an engine oil or transmission oil heat exchanger respectively. Existing components of the vehicle can also be used by this.

The invention is developed in a particularly advantageous way by the process values or the values determined using a
15 technical model being assigned to at least one of the following variables:

- Exhaust gas temperature,
- Recirculated exhaust gas mass or quantity respectively,
- Air/fuel temperature,
- 20 - Air/fuel mass or quantity respectively,
- Induction gas temperature,
- Induction gas mass or quantity respectively,
- Coolant temperature or oil temperature of the coolant or oil flowing through the exhaust gas cooler and
- 25 - Coolant mass or oil mass or coolant quantity or oil quality of the coolant flowing through the exhaust gas cooler.

If the term "quantity" is used below, this can also mean a "mass" and vice versa. The current exhaust gas temperature and the recirculated exhaust gas quantity are known in modern
30 engine controls as engine operation variables. They can either

- be calculated on the basis of technical models or measured directly via corresponding sensors. The same applies to the air/fuel quality and the air/fuel temperature. The coolant temperatures and the oil temperatures are also known. If the quantity of coolant or quantity of oil respectively flowing through the exhaust gas heat exchanger are further known, with a knowledge of the heat exchanger characteristics the exhaust gas temperature at the heat exchanger outlet and thereby the mixture temperature of the induction air can be determined.
- It has proved especially useful for a temperature sensor to record the air/fuel temperature, a temperature sensor to record the exhaust gas temperature at the engine exhaust, an air mass or quantity measurement device respectively to record the air/fuel mass or quantity and an exhaust gas mass or quantity measuring device to record the exhaust gas mass or quantity to be provided. From these variables, with a knowledge of specific models or specific characteristics respectively the significant variables for reliable regulation of the induction gas temperature can be determined.
- Thus the system is usefully further developed by the induction gas temperature being calculated in accordance with the equation

$$T_{ASG} = \frac{\dot{m}_{FG} C_{p,FG} + \dot{m}_{AG} C_{p,AG}}{\dot{m}_{FG} + \dot{m}_{AG}}$$

with

- \dot{m}_{FG} : Air/fuel mass flow
 \dot{m}_{AG} : Exhaust gas mass flow
 T_{FG} : Air/fuel temperature
 T_{AG} : Exhaust gas temperature
 T_{ASG} : Induction gas temperature

$C_{p,FG}$: Heat capacity of the air/fuel mixture

$C_{p,AG}$: Heat capacity of the exhaust gas.

The induction gas temperature can thus be determined with a knowledge of measured, known variables or also variables
5 calculated from technical models.

In this connection it is useful for the exhaust gas temperature at the heat exchanger output to be calculated using the following equation system:

$$|\Delta\dot{Q}_{KM}| = |\Delta\dot{Q}_{AG}| = \dot{Q}_{WT}$$

$$10 \quad \Delta\dot{Q}_{KM} = \dot{m}_{KM} C_{p,KM} (T_{KM,OUT} - T_{KM,IN})$$

$$\Delta\dot{Q}_{AG} = \dot{m}_{AG} C_{p,AG} (T_{AG,IN} - T_{AG,OUT})$$

$$\dot{Q}_{WT} = kA\Delta T_m$$

with

\dot{Q} : Heat flow

15 KM : Coolant

AG : Exhaust gas

WT : Heat exchanger

C_p : Heat capacity

k : Heat transfer coefficient of the heat exchanger

20 A : Heating surface of the heat exchanger

ΔT_m Mean logarithmic temperature difference.

From the knowledge of the characteristics of the heat exchanger, meaning especially in the knowledge of the parameters k and A , taking into account the mean logarithmic
25 temperature difference ΔT_m , the heat flow \dot{Q}_{WT} present in the heat exchanger can be calculated. From this, in the knowledge

of mass flows, heat capacities and further temperatures, the exhaust gas temperature at the heat exchanger output $T_{AG,OUT}$ is produced.

The invention builds on the generic method in that the
5 temperature increase of the fresh air from T_1 to T_2 is explicitly used to influence the temperature level and thereby the energy level in the combustion chamber. In this way the advantages and special features of the inventive system are also implemented within the framework of a method. This also
10 applies to the especially preferred embodiments of the inventive method specified hereafter.

The method is further developed in an especially advantageous manner by exhaust gas from an earlier combustion cycle being fed into fresh air or into a mixture featuring fresh air
15 respectively, in order to provide, after fuel has been injected, an air/fuel/exhaust gas mixture with an energy level advantageous for combustion.

The method stands out as being particularly advantageous if the compression is performed by an exhaust gas turbocharger.
20 Equally the method is useful if the compression is performed by a compressor.

Usefully there is furthermore provision for the expansion to be performed on a throttle valve.

The method is further developed in an especially advantageous
25 manner by the temperature T_2 being recorded after the expansion, so that this can then be taken into account within the framework of regulating the induction gas temperature.

In an especially preferred embodiment of the inventive method there is provision for exhaust gas to be cooled in a heat

exchanger operating as an exhaust gas cooler to lower the temperature of the recirculated exhaust gas for the induction gas temperature to be set or regulated through influencing of the coolant throughflow through the exhaust gas cooler by
5 means of a coolant setting valve, taking into account measured values or values determined from technical models.

It is especially advantageous for the process values or the values determined from technical models to be assigned to at least one of the following variables:

- 10 - Exhaust gas temperature,
- Recirculated exhaust gas mass or quantity respectively,
- Air/fuel temperature,
- Air/fuel mass or quantity respectively,
- Induction gas temperature,
- 15 - Induction gas mass or quantity respectively,
- Coolant temperature or oil temperature of the coolant or oil flowing through the exhaust gas cooler and
- Coolant mass or oil mass or coolant quantity or oil quantity of the coolant or oil respectively flowing
20 through the exhaust gas cooler.

It has proved to be especially useful for the air/fuel temperature, the exhaust gas temperature at the engine outlet, the air/fuel mass or quantity respectively and the exhaust gas mass or quantity respectively to be measured.

- 25 The method is further developed in a useful manner by the induction gas temperature being calculated according to the equation

$$T_{ASG} = \frac{\dot{m}_{FG} C_{p,FG} + \dot{m}_{AG} C_{p,AG}}{\dot{m}_{FG} + \dot{m}_{AG}}$$

- 30 with

- \dot{m}_{FG} : Air/fuel mass flow
 \dot{m}_{AG} : Exhaust gas mass flow
 T_{FG} : Air/fuel temperature
 T_{AG} : Exhaust gas temperature
5 T_{ASG} : Induction gas temperature
 $C_{p,FG}$: Heat capacity of the air/fuel mixture
 $C_{p,AG}$: Heat capacity of the exhaust gas.

In this connection it is useful for the exhaust gas temperature at the heat exchanger output to be calculated
10 using the following equation system:

$$|\Delta\dot{Q}_{KM}| = |\Delta\dot{Q}_{AG}| = \dot{Q}_{WT}$$

$$\Delta\dot{Q}_{KM} = \dot{m}_{KM} C_{p,KM} (T_{KM,OUT} - T_{KM,IN})$$

$$\Delta\dot{Q}_{AG} = \dot{m}_{AG} C_{p,AG} (T_{AG,IN} - T_{AG,OUT})$$

$$\dot{Q}_{WT} = kA\Delta T_m$$

15 with

- \dot{Q} : Heat flow
 KM : Coolant
 AG : Exhaust gas
 WT : Heat exchanger
20 C_p : Heat capacity
 k : Heat transfer coefficient of the heat exchanger
 A : Heating surface of the heat exchanger
 ΔT_m : Mean logarithmic temperature difference.

The invention is based on the knowledge that, by explicitly
25 influencing or explicitly taking into account the air/fuel temperature, very fine and precise control can be exerted on the energy level in the combustion chamber of the internal

combustion engine. As well as the principle of exhaust gas recirculation, this makes a further available a further independent instrument for influencing the temperature level and thereby for combustion process control. The invention in particular offers the advantage that, starting from cold-start conditions, under which HCCI operation is not possible because the temperature level is too low, the air/fuel mixture is heated up and thus an earlier switchover into the lower-emission HCCI mode is possible. In an especially preferred embodiment it is especially useful that the controlled setting of the exhaust gas temperature by means of exhaust gas cooling, in addition to the exhaust gas recirculation rate and the principle of compression and expansion, makes available a further independent adjustment variable to influence the temperature level and thereby the energy level in the combustion chamber and thereby an additional means of controlling the combustion process. The influence of the process is exerted in respect of the ignition point of the compressed air/fuel/exhaust gas mixture and the resulting variables produced from it, such as pressure curve and combustion, peak pressure, 50% mass fraction burnt point and speed of combustion. These variables in their turn are decisively responsible for the overall engine behavior in respect of its efficiency, emissions, ride disturbance and acoustics. The invention ties in with the fact that in modern engine management systems all the relevant information and operating variables, for example temperatures and masses of materials or quantities, which are needed for control of the HCCI combustion process by means of exhaust gas temperature regulation are already available. The invention can also be effectively used to allow for changed environmental or operating conditions in combustion engines, as for example is the case for engine hot running or in summer/winter mode at

greatly differing ambient temperatures.

The invention is now explained with reference to the accompanying drawings on the basis of preferred embodiments.

The figures show:

- 5 Figure 1 a temperature-entropy diagram to explain the basic thermodynamic principles in a preferred embodiment of the present invention;

Figure 2 a schematic diagram of a preferred embodiment of an inventive system;

- 10 Figure 3 a schematic diagram of an inventive system; and

Figure 4 a functional block diagram to explain the induction gas temperature regulation within the context of a method in accordance with the invention.

- Figure 1 shows a temperature-entropy diagram to explain the
15 basic thermodynamic principles of a preferred embodiment of the present invention. The diagram shows

the temperature-entropy graphs in a gas for two different pressures p_1 and p_2 . If a gas is compressed, starting from a pressure p_1 and temperature T_1 , to the pressure p_2 , this process
20 does not run along an isentrope (process 1-2s), but under entropy increase (process 1-2). If an expansion occurs after the compression, meaning that the pressure falls, this does not occur along an isentrope (process 2-3s), but likewise under an increase of entropy (process 2-3). The processes for
25 increasing pressure from p_1 to p_2 shown here and the subsequent expansion to the output level p_1 represent a special case. An expansion to any other pressure level also occurs under an increase in entropy. Finally the gas, after compression from of p_1 to p_2 and expansion from p_2 to p_1 , has a higher

temperature level than before the compression; The temperature has increased from T_1 to T_3 . The desired temperature change can thus be set for an internal combustion engine via the degree of compression and the subsequent expansion, for
5 example on the throttle valve.

Figure 2 shows a schematic diagram of a preferred embodiment of an inventive system. It shows an internal combustion engine 10 with an exhaust gas recirculation device 14 and exhaust gas turbocharger 16. A throttle valve 18 is arranged in the inlet
10 of the internal combustion engine 10. The exhaust train of the internal combustion engine 10 is equipped with an exhaust gas cooler 32. The particular features of the exhaust gas cooler 32 are not entered into within the context of the present diagram shown in Figure 2. An exhaust gas recirculation valve
15 36 is provided in the exhaust gas recirculation system 14. The system further comprises at different points measuring devices or sensors 20, 22, 24, 26, 28, 30 respectively, of which the output signals can be fed to a control/computation unit 34. In detail the following are provided: An air mass measurement
20 device 28, a temperature sensor 20, which is arranged in the direction of flow of the fresh air current upstream from the throttle valve 18 to record the fresh air temperature, a temperature sensor 22 to record the temperature of the induction gas before it flows into the combustion chamber 12
25 of the internal combustion engine 10, an exhaust gas temperature sensor 24 as well as a temperature sensor 26 for recording the temperature at the air/exhaust gas mixture point. These sensors do not absolutely have to be present to implement the present invention. For example the temperature
30 sensor 26 can be left out if the induction gas temperature is determined in accordance with the calculations explained in conjunction with Figure 3. Output signals of these measuring devices and sensors 20, 22, 24, 26, 28 can be fed to the

control/regulation/computation device, which in its turn can activate components of the system, such as for example the exhaust gas recirculation valve 36, the exhaust gas cooler 32, the throttle valve 18 and the exhaust gas turbocharger 16. The function of these components can thus be influenced and in the final analysis can contribute to the desired energy level in the combustion chamber 12 of the internal combustion engine 10.

The system shown in Figure 2 operates as follows. Fresh air is sucked in and compressed by the exhaust gas turbocharger 16 which is driven by the exhaust gas flow. This compressed air must pass the throttle valve 18 so that it comes to be expanded. On the basis of the thermodynamic principles shown in conjunction with Figure 1 the air behind the throttle valve 18 has a higher temperature than the originally induced fresh air. The air reaches the combustion chamber 12 of the internal combustion engine 10. After combustion the exhaust gas is expelled, to be cooled in an exhaust gas cooler 32. Part of the cooled exhaust gas is emitted via the exhaust train. Part of the cooled exhaust gas 32 is recirculated via exhaust gas recirculation system 14 and especially the exhaust gas recirculation valve 36 to the inlet side of the internal combustion engine 10. On the basis of the signal recorded in the measuring devices and sensors 20, 22, 24, 26, 28 the control/regulation/computation unit 34 can influence the system so that in the final analysis the energy level suitable for the HCCI operation is available in the combustion chamber 12 of the internal combustion engine 10. A significant part of the exhaust gas temperature regulation is described in conjunction with Figure 4.

Figure 3 shows a schematic diagram of an inventive system, with the especially preferred embodiment with exhaust gas

cooler being specifically examined here. An internal combustion engine 10 with an external exhaust gas recirculation device 14 is shown. The exhaust gas recirculation device 14 comprises an exhaust gas recirculation valve 36 via which the exhaust gas recirculation rate can be set. The exhaust gas recirculation device 14 further comprises a heat exchanger 32 operating as an exhaust gas cooler. Furthermore a coolant flows through the exhaust gas heat exchanger 32 via a coolant system 46. A cooler 48 is provided to cool the coolant. In the present example the exhaust gas heat exchanger circuit is arranged as a parallel circuit. However numerous other exhaust gas cooler variants are conceivable, in which case the cooler 48 can be arranged as a separate cooler; It is also conceivable to use the cooler for engine cooling as well. Cooling can also be performed by the engine or transmission oil.

The coolant system 46 furthermore includes a coolant setting valve 50, via which the coolant quantity which flows through the exhaust gas cooler 32 can be set.

The system shown operates as follows. Exhaust gas emerging from the internal combustion engine 10 is partly recirculated via the exhaust gas recirculation device 14 to the inlet side of the internal combustion engine 10. In this case the exhaust gas mass flow m_{AG} can be set by means of the exhaust gas recirculation valve 36. At the input of the exhaust gas cooler 32 the exhaust gas has a temperature $T_{AG,IN}$, and at the output of the exhaust gas cooler 32 the exhaust gas has a temperature $T_{AG,OUT}$, which is generally less than the temperature at the input. The cooling effect of the exhaust gas cooler 32 can be set by setting the coolant mass flow m_{KM} via the coolant setting valve 50. At the input of the exhaust gas cooler 32 the temperature has the temperature $T_{KM,IN}$ and at the output of

the exhaust gas cooler 32 the temperature $T_{KM,OUT}$, with the latter generally being higher than the temperature at the input. The coolant is then cooled in the cooler 48. The influencing of the throughflow of coolant through the exhaust
 5 gas cooler 32 by the coolant setting valve 50 can thus, taking into account measured values or values determined on the basis of technical models, be used to either set or regulate the induction gas temperature of exhaust gas flowing into the internal combustion engine 10.

10 The exhaust gas temperature $T_{AG,OUT}$ at the output of the exhaust gas cooler 32 can in this case for example be calculated using the following equation system:

$$|\Delta\dot{Q}_{KM}| = |\Delta\dot{Q}_{AG}| = \dot{Q}_{WT}$$

$$\Delta\dot{Q}_{KM} = \dot{m}_{KM} C_{p,KM} (T_{KM,OUT} - T_{KM,IN})$$

15
$$\Delta\dot{Q}_{AG} = \dot{m}_{AG} C_{p,AG} (T_{AG,IN} - T_{AG,OUT})$$

$$\dot{Q}_{WT} = kA\Delta T_m$$

with

- \dot{Q} : Heat flow
- KM : Coolant
- 20 AG : Exhaust gas
- WT : Heat exchanger
- C_p : Heat capacity
- k : Heat transfer coefficient of the heat exchanger
- A : Heating surface of the heat exchanger
- 25 ΔT_m : Mean logarithmic temperature difference.

The temperature of the induction gas, referred to hereafter as TASG, can then be determined in accordance with the following

equation:

$$T_{ASG} = \frac{\dot{m}_{FG} C_{p,FG} + \dot{m}_{AG} C_{p,AG}}{\dot{m}_{FG} + \dot{m}_{AG}}$$

with

- 5 \dot{m}_{FG} : Air/fuel mass flow
- \dot{m}_{AG} : Exhaust gas mass flow
- T_{FG} : Air/fuel temperature
- T_{AG} : Exhaust gas temperature
- T_{ASG} : Induction gas temperature
- 10 $C_{p,FG}$: Heat capacity of the air/fuel mixture
- $C_{p,AG}$: Heat capacity of the exhaust gas.

Figure 4 shows a functional block diagram to explain the induction gas temperature regulation within the context of a method in accordance with the invention. The functional units shown can be components of the control/regulation/computation device shown in Figure 1. The device 38 is provided for calculating the required exhaust gas temperature. This is connected to a device 40 for calculating the coolant throughflow of the exhaust gas cooler 32 shown in Figure 1.

20 The device 40 to calculate the coolant throughflow is in its turn connected over a regulation path 42 to a controller 44. Furthermore signals are shown in Figure 2, with signals ending with the letters AV identifying actual values, whereas signals ending with the letters SP identify setpoint values.

25 The induction gas temperature regulation in accordance with Figure 4 operates as follows. In accordance with engine operating conditions a setpoint value for the temperature of the induced air in the induction manifold (TIA_IM_SP) is specified. This is fed, together with the actual air/fuel temperature (TIA_AV) and the mass of the air/fuel fed in

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(MAF_KGH_AV) as well as the recycled exhaust gas (M_EGR_AV) to device 38 to calculate the required exhaust temperature. Taking into account the specific heat capacities of the fresh air ($c_{p, \text{air}}$) fed in and of the exhaust gas ($c_{p, \text{exhaust gas}}$) this device calculates the exhaust gas temperature at the mixing point (T_EGR_DOWN_SP) which is required to obtain the desired induction gas temperature in the inlet manifold. In the device 40 for calculating the coolant throughflow the setpoint value determined by the device 38 for calculating the required exhaust gas temperature (T_EGR_DOWN_SP) is compared to the actual exhaust gas temperature at the engine outlet (T_EGR_UP_AV) before the exhaust gas cooler. From the difference a coolant throughflow (M_COOL) through the exhaust gas cooler is determined which is required to obtain the desired exhaust gas temperature at the mixing point (T_EGR_DOWN_SP). This coolant flow is then implemented by a corresponding activation of an electrical coolant pump, with other types of throughflow regulation being just as easily possible. The coolant throughflow is converted in accordance with the control specified here via the regulation path 42 into a specific induction gas temperature in the inlet manifold (TIA_IM_AV) with this being present after an initial settling-down phase. This induction gas temperature in the inlet manifold (TIA_IM_AV) is compared with the setpoint value (TIA_IM_SP) in the controller 44. If the values differ from each other, the coolant throughflow through the exhaust gas cooler is corrected by a value (AM_COOL), so that finally via a suitable exhaust gas temperature at the mixing point (T_EGR_DOWN_AV) the desired induction air temperature (TIA_IM_SP) is set in accordance with the setpoint.

To place the regulation explained in conjunction with Figure 4 into a better context with the system shown in Figure 2 shown, details are given below of where the values used for the

regulation are to be measured or set respectively. The air mass measurement device 28 determines the value MAF_KGH_AV. The recirculated exhaust gas component M_EGR_AV is known in the context of the exhaust gas recirculation through
5 corresponding activation of the exhaust gas recirculation valve 36. The air/fuel temperature TIA_AV is measured by the temperature sensor 20 beyond the throttle valve 18. The induction gas temperature TIA_IM_AV is recorded by the temperature sensor 22 before it enters the combustion chamber
10 12 of the internal combustion engine 10. The temperature sensor 24 at the outlet from the combustion chamber 12 of the internal combustion engine 10 records the exhaust gas temperature T_EGR_UP_AV. In addition the temperature TIA_EGR_DOWN_AV at the mixing point can be recorded by the
15 temperature sensor 26, in which case this is however not absolutely necessary for the regulation described in conjunction with Figure 4.

Thus the invention can be summarized as follows: With a HCCI-enabled internal combustion engine, which is preferably
20 equipped with an exhaust gas recirculation device 14, a system and a method is proposed on the basis of which the setting of the temperature level in the combustion chamber can be improved. As well as setting the temperature via the exhaust gas recirculation device 14 the temperature is influenced
25 independently of this as a result of the compression of the induced fresh air by the exhaust gas turbocharger 16, with, even after the expansion of the compressed air on a throttle valve 18, a temperature increase being retained, which in the final analysis can be used to influence the energy content of
30 the combustion chamber 12.

The features of the invention disclosed in this description, in the drawings and in the claims, can be of importance both

individually and in any combination for implementing the invention.